



National Transportation Safety Board Aviation Accident Final Report

Location:	LOS ANGELES, CA	Accident Number:	DCA91MA018B
Date & Time:	02/01/1991, 1807 PST	Registration:	N683AV
Aircraft:	FAIRCHILD SA-227-AC	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	12 Fatal

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

SKW5569, N683AV, HAD BEEN CLEARED TO RWY 24L, AT INTERSECTION 45, TO POSITION AND HOLD. THE LOCAL CONTROLLER, BECAUSE OF HER PREOCCUPATION WITH ANOTHER AIRPLANE, FORGOT SHE HAD PLACED SKW5569 ON THE RUNWAY AND SUBSEQUENTLY CLEARED USA1493, N388US, FOR LANDING. AFTER THE COLLISION, THE TWO AIRPLANES SLID OFF THE RUNWAY INTO AN UNOCCUPIED FIRE STATION. THE TOWER OPERATING PROCEDURES DID NOT REQUIRE FLIGHT PROGRESS STRIPS TO BE PROCESSED THROUGH THE LOCAL GROUND CONTROL POSITION. BECAUSE THIS STRIP WAS NOT PRESENT, THE LOCAL CONTROLLER MISIDENTIFIED AN AIRPLANE AND ISSUED A LANDING CLEARANCE. THE TECHNICAL APPRAISAL PROGRAM FOR AIR TRAFFIC CONTROLLERS IS NOT BEING FULLY UTILIZED BECAUSE OF A LACK OF UNDERSTANDING BY SUPERVISORS AND THE UNAVAILABILITY OF APPRAISAL HISTORIES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE LOS ANGELES AIR TRAFFIC FACILITY MANAGEMENT TO IMPLEMENT PROCEDURES THAT PROVIDED REDUNDANCY COMPARABLE TO THE REQUIREMENTS CONTAINED IN THE NATIONAL OPERATIONAL POSITION STANDARDS AND THE FAILURE OF THE FAA AIR TRAFFIC SERVICE TO PROVIDE ADEQUATE POLICY DIRECTION AND OVERSIGHT TO ITS AIR TRAFFIC CONTROL FACILITY MANAGERS. THESE FAILURES CREATED AN ENVIRONMENT IN THE LOS ANGELES AIR TRAFFIC CONTROL TOWER THAT ULTIMATELY LED TO THE FAILURE OF THE LOCAL CONTROLLER 2 (LC2) TO MAINTAIN AN AWARENESS OF THE TRAFFIC SITUATION, CULMINATING IN THE INAPPROPRIATE CLEARANCES AND THE SUBSEQUENT COLLISION OF THE USAIR AND SKYWEST AIRCRAFT. CONTRIBUTING TO THE CAUSE OF THE ACCIDENT WAS THE FAILURE OF THE FAA TO PROVIDE EFFECTIVE QUALITY ASSURANCE OF THE ATC SYSTEM. (NTSB REPORT AAR-91/08)

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: STANDING

Findings

1. (C) SUPERVISION - INADEQUATE - ATC PERSONNEL(SUPERVISOR)
2. (F) INADEQUATE SUBSTANTIATION PROCESS - FAA(ORGANIZATION)
3. (C) ATC CLEARANCE - IMPROPER - ATC PERSONNEL(LCL/GND/CLNC)
4. OBJECT - AIRCRAFT MOVING ON GROUND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	32, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/01/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8808 hours (Total, all aircraft), 2107 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	FAIRCHILD	Registration:	N683AV
Model/Series:	SA-227-AC SA-227-AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Special Flight; Aerobatic; Normal; Utility	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	19
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	14500 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	GARRETT
ELT:	Not installed	Engine Model/Series:	TPE-331
Registered Owner:		Rated Power:	680 hp
Operator:	SKYWEST AIRLINES, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	LAX, 126 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1751 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 30000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14° C / 6° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	PALMDALE, CA (PMD)	Type of Clearance:	
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	LOS ANGELES INTERNATIONAL (LAX)	Runway Surface Type:	Concrete
Airport Elevation:	126 ft	Runway Surface Condition:	Dry
Runway Used:	24L	IFR Approach:	None
Runway Length/Width:	10285 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	10 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	12 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Robert MacIntosh	Report Date:	08/05/1993
Additional Participating Persons:	SEE FACTUAL REPORT		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).